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The China Mail.

ESTABLISHED 1845

August 16, 1919, Temperature 83.

Rainfall 0.00 inch.

Humidity 91.

August 16, 1918, Temperature 80.

No. 17,543.

號六十月八年九十壹百九千壹英

HONGKONG, SATURDAY, AUGUST 16, 1919.

日一廿月七年未己次歲年八國民華中

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CHINESE TELEGRAMS.

(Translated for The China Mail
from the Wah Tsz Yat Po.)

THE FRONTIER INDUSTRIAL BANK.

SHANGHAI, Aug. 15.
Chu Shu Tsang the frontier
defence commissioner has applied
for permission to allow the Frontier
Industrial Bank to issue a \$50,000,000
domestic loan. The request was
referred to the ministry of finance.

JAPANESE MINISTER'S STATEMENT.

The Japanese Minister at Peking
has called upon the ministry of
foreign affairs to inform Chan Luk
the acting minister, that Japan is
willing to return Kiaochow to China
within two years on condition that
China will pay her compensation.

THE LEGAL QUESTION.

Information emanating from the
On Fook Party states that the legal
question has been satisfactorily
settled between the Peking govern-
ment and the southwest. Both the
new and the old Parliaments will
be dissolved simultaneously. The
legal question is one of the most
difficult problems for the peace con-
ference to settle.

WILL THERE BE A GLUT OF CARGO SPACE?

Cargo-space will be a prominent
problem during the coming years,
and, according to an article in the
"Weltwirtschaftszeitung" then it
may be deficient, adequate, or ex-
cessive. The three main political
groups must be considered separately.

The Central Powers may be treated
first. Germany, having lost her
entire fleet, suffers from want of
cargo, as, although her industrial
requirements are small, she is forced
to import large quantities of food-
stuffs and raw material from abroad,
and, therefore, feels the shortage of
shipping. Austria-Hungary has also
lost its fleet, and the new National
States have great need of raw
material, etc. Bulgaria and Turkey,
which had no fleet worth mentioning
to lose, are dependent on the ships
of other nations.

The Neutral States are in
the happy position of having
only lost portions of their
fleets. Holland hopes to get back
soon the ships commandeered by the
Entente, and is busy with shipbuilding
plans. Norway has suffered
severe losses, which are not yet made
up, but shipbuilding is proceeding
rapidly. The position in Denmark
and Sweden is similar. In Spain and
Latin America, owing to insufficient
shipyards, the progress is less rapid,
but the loss in shipping during the
war was not great.

In the Entente countries the position
varies according to the im-
portance of the respective countries
as seafaring powers. Greece has
suffered much, but Italy has largely
expanded its shipbuilding, as has
Brazil. France will replace her
losses with German merchantmen,
but Belgium hopes to gain much
from her own shipyards. All these
countries count little in comparison
with Japan, England and the U.S.A.
The former has been able undisturbed
to increase her fleet and largely
develop her lines of steamers.
England, in spite of enormous losses,
has shown great activity in ship-
building, and many of her naval
dockyards will be devoted to con-
structing merchant vessels. The
British Colonies have displayed con-
siderable energy in the shipbuilding
industry. All these efforts are, how-
ever, eclipsed by the U.S.A., where,
by the conclusion of peace, a fleet of
an unprecedented size will have been
built.

The result of all this is that a large
excess of shipping may be counted
on, especially among the Entente,
which has appropriated 2,400,000
g.r.t of German vessels. It is, there-
fore, only a question of when this
excess will appear. It must be borne
in mind that there is still a deficit of
nearly five million tons to be made
up. Many of the new yards are not
yet completed. A great quantity of
cargo space is taken up by military
requirements, and there is the need
of supplying starving
countries with foodstuffs. Many
ordinary routes also are impractic-
able. It may safely be said that
there is no prospect of any excess of
cargo-space in the near future. It is
possible, however, when these special
conditions disappear that the world
will need less cargo-space than in
1914. Accordingly, in some years
time, there will be an excess of
cargo-space and rates will fall as
rapidly as they have risen, while a
fierce competition will rage between
the various shipping countries. The
nation with the smallest fleet will
then be the gainer.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

ITEMS.

PARIS, August 15th.
A Havas message says: The
campaign which is being waged in
Paris against the high cost of living is in
fall swing. It now extends even to the
aristocratic arrondissements in Chailot
and Passy.

PARIS, August 15th.
A Havas message says: Dispatches received in Paris state that
Aronstein Joseph has been appointed
administrator of Hungary until the
National Assembly elections.

BERLIN, August 15th.
A telegram from Vienna says that the
Government has been advised from Paris
that it is responsible for the person of M.
Bela Kun, who will be called upon to
account for the crimes committed during
the Soviet regime.

PARIS, August 15th.
The American Relief Committee has
begun the feeding of 20,000 children at
Bridges. This does not involve the
relaxation of the food blockade of Hun-
gary.

BRUSSELS, August 15th.
Belgian troops have occupied Malmédy.
They were received with enthusiasm.

ALL CONSRIPTS BAR US.

LONDON, August 15th.
In the House of Commons, Mr. Win-
ston Churchill made the interesting state-
ment that next year there would be only
two nations in the world free from con-
scription: Britain and Germany, of
whom only one was acting voluntarily.

France, Italy, Russia, (both Bolshevik
and anti-Bolshevik) Japan, and the
United States, to say nothing of the
small Powers, were all proposing to con-
tinue compulsory service.

The United States proposed legislation
embarking on that system for the first
time as regards its peace-time policy.

OUR PRINCE'S TRIP.

ST. JOHN'S, August 15th.
The Prince of Wales landed at 9 a.m.
to-day and was accorded a very en-
thusiastic reception. Along the two mile
route to the city the streets were decorated
with triumphal arches.

The Mayor and the Chamber of Com-
merce presented addresses of welcome.
The Prince was entertained to luncheon
at Government House, where the mem-
bers of the Government and many offi-
cials were present.

EXTRAVAGANCE DENIED.

LONDON, August 15th.
In the House of Commons, Brigadier-
General Seely, rebutting charges of
extravagance against the Air Service,
stated that, at the armistice, arrangements
were made to produce 30,000 aeroplanes
annually.

Since November 11th, 20,000 officers out
of 30,000 and 200,000 out of 264,000 of other
ranks had been demobilised; 210 aero-
dromes out of 388 had been given up; and
1,827 hired premises out of 2,143 had been
surrendered. He contended that the Air
Service was worth maintaining. It had
saved many millions sterling and thousands
of precious lives.

HAVAS REVIEW.

PARIS, August 15th.
A Havas message says:—
The French censorship on telegrams is
to be suppressed as from August 15th.

A Havas message says:—
A despatch from Bucharest describes the
enthusiasm of the population when the
King entered the city. A demonstration
was made in front of the French Legation,
the "Marseillaise" being sung before the
Royal Palace.

PARIS, August 15th.
A Havas message says:—
Paris welcomed the troops of her garri-
son to-day. A review was held before the
troops officially regained their barracks.

PARIS, August 15th.
A Havas message says:—
The Commission appointed to inquire
into the Franco-Italian incidents at
Aunis has sent a report to the Peace Con-
ference, which, although favourable to
France, will not wound Italian suscepti-
bility.

The Commission was presided over by a
British General and held 25 sittings, ex-
amining 200 witnesses.

LABOUR.

REVOLUTION AVOIDED.

LONDON, August 15th.
A conference of the Triple Alliance
passed a resolution that, in view of the
changed conditions, as well as the changed
attitude of the Government towards the
proposals of the Triple Alliance, the
policy of "direct action" should be
postponed.

LONDON, August 15th.
The Yorkshire Miners' Council has re-
commended the men to return to work.
It is understood this virtually ends the
strike.

LONDON, August 15th.
Labour correspondents agree that the
decision of the Triple Alliance was due
to the unqualified opposition of promi-
nent Trade Unionists inside and outside
the Alliance.

There was growing evidence of opposition
to "direct action" in the mining dis-
tricts, pointing to the danger of a disas-
trous split, which would wreck the Alli-
ance if the campaign persisted.

Yesterday's decision of the Executive is
expected to be endorsed by the conference
of delegates to which it has been referred.
The Yorkshire Miners' Council's admis-
sion of defeat is attributed to the revul-
sion of strikers in favour of resumption,
after the expenditure of £300,000 in strike
pay, causing the Union funds to run low,
the high prices also causing severe hard-
ship on them.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE GERMANS.

BERLIN, August 15th.
A telegram from Weimar states that
at the National Assembly, Herr Brüder-
ger outlined the Government's financial
reorganisation policy. He mentioned
the Government's intention to proceed
immediately with the creation of a Mer-
cantile Fleet, also to make State ad-
vances to Germany abroad.

The motive must raise 25,000,000,000
marks by annual taxation.
In view of the necessity of raising
enormous sums, food-stuffs could not
remain unburdened.

CORNBURG, August 15th.
A telegram from Hamburg states that
the Bavarian Diet, by 155 votes to 3,
adopted the new Constitution of the Free
State of Bavaria.

The proposal to abolish titles of
nobility was rejected.

BRITISH FORCES.

AND THEIR COST.

LONDON, August 15th.
In the House of Commons, dealing
with the general question of finance, Mr.
Winston Churchill said that we had
arranged that our forces on the Rhine
would be reduced by October 31st to one
strong brigade, and the Air Force to one
squadron.

There were still over 400,000 German
and Turkish war-prisoners needing
100,000 soldiers to guard them.

Permission had now been granted to re-
patriate the Turks, but although re-
peatedly sought, the Supreme Council
had not yet authorised the War Office to
repatriate the Germans.

The maintenance of 100,000 troops, of
whom 30,000 were British, in Mesopo-
tania, was the principal main-spring
of profligate expenditure.

Efforts to reduce the forces had
been resisted by officers on the spot.
However, the War Office was inquiring if
Mesopotamia could not successfully be
policed by a judicious arrangement of
armoured cars, aeroplanes and very fast
tanks.

By similar methods, it was hoped to
reduce the present force of 50,000 troops
in Egypt and Palestine by half.

There were 80,000 troops in Ireland,
compared with 20,000 before the war, but
the Irish Executive was very strongly
opposed to any reduction at present.

Moreover, until the troops in India
could be brought home, we were forced
to maintain a duplicate India garrison.
We had to maintain 100,000 men in
France on salvage work, or, leave valu-
able assets rotting on the ground, or
raise a temporary civilian force.

We also had many thousands seriously
wounded in hospital. Hence it was clear
that it was not yet possible to control
expenditure by policy.

The only means of reducing expendi-
ture was to bring home the men as early
as possible, and re-establish them in pri-
vate industries. He was concentrating
on this question.

Mr. Churchill re-emphasised that the
most urgent problem was to reduce the
cost of the nation's government, even if
it involved the abandonment of many
cherished schemes. He estimated the cost
of reproducing the pre-war army at be-
tween £65,000,000 and £75,000,000
annually.

He had instructed General Trenchard
that he must provisionally frame a
scheme within the limits of £25,000,000
annually.

GREY GOES TO WASHINGTON.

LONDON, August 15th.
In the House of Commons, at question-
time, Mr. Bonar Law stated that, pend-
ing the appointment of a permanent
Ambassador, which would be made early
next year, Lord Grey of Fallodon had
consented (Cheers) to go on a mission to
Washington, to deal expressly with ques-
tions arising from peace.

He was sure that the House shared in
the warm appreciation felt by the Gov-
ernment of Lord Grey's patriotic action,
which the Government thought would be
of the highest value in its influence on
the relations between the two Govern-
ments and the people (Cheers).

Replying to Commander Kenworthy,
he stated that the Government would
only be too glad if Lord Grey would
accept the post permanently, but every-
one who knew Lord Grey's disabilities
would share in the assistance felt at his
present action.

LONDON, August 15th.
It was the impression in the Lobby
yesterday evening that Viscount Grey
had accepted the Ambassadorship at
Washington.

ARMENIA.

LONDON, August 15th.
The Times, in an editorial article draw-
ing attention to the deplorable condition
of Armenia who is threatened by her
enemies on all sides, urges the Govern-
ment to re-consider its decision to with-
draw the British occupying troops, in the
interests of humanity.

PUBLIC ACCOUNTS.

LONDON, August 15th.
In the House of Commons, the Lord
Advocate dealt with the recent
allegations of irregularities, and
defended his decision against prosecu-
tions. He declared that, whereas the
Public Accounts Committee Report made
it appear that £50,000 or £60,000 were
involved, the actual amount in respect
of which he was approached was £238.

He condemned the lack of adminis-
trative supervision as regards the aeroplane
contracts, and said that the confusion
in which the accounts were would have
prejudiced the Government's case in any
prosecution.

The House received the statement very
favourably.
Mr. Churchill drew attention to the
fact that the Treasury and War Office
had ordered inquiries into the aero-
plane contracts immediately the situa-
tion was apparent.

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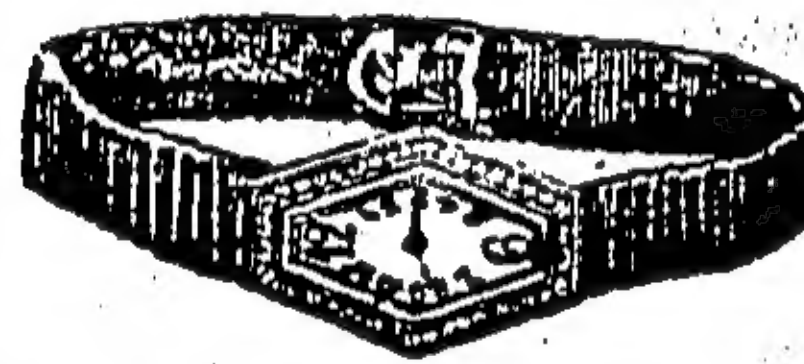
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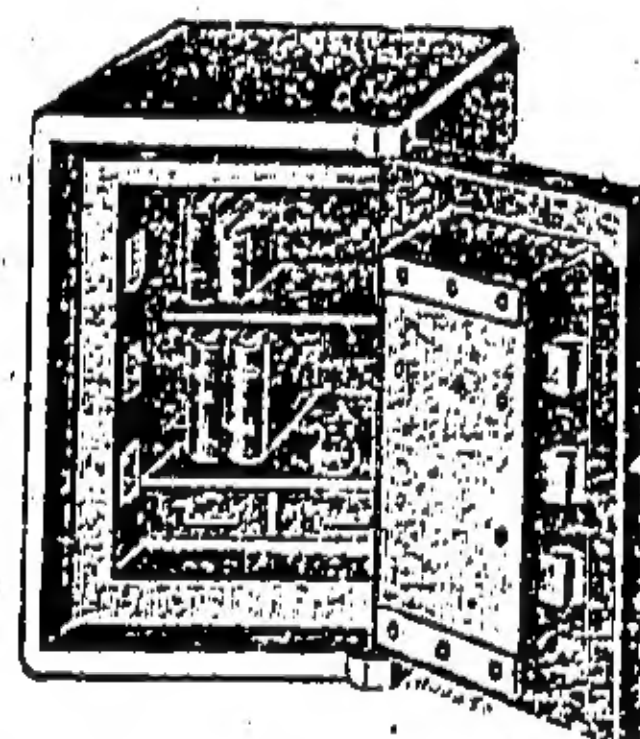
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NOTICES.

G. P. LAMBERT.

AUCTIONEER, APPRAISER
AND SURVEYOR.

Public Auctions.

THE Undersigned has received instructions from CAPT. MATTHEWS, to sell by Public Auction,

TUESDAY, August 19, 1919.
Commencing at 2.45 p.m.,
at "Lyseum" No. 153, the Peak,
A Quantity of
Useful Household Furniture,
including:—
Upholstered Drawing Room Suite,
Dining Room Furniture (by Wm.
Powell Ltd.), White Enamelled Bed-
room and Nursery Furniture.

Also
ONE DOVER STOVE
(Practically new).
On view from Monday, the 18th
inst.

Catalogues will be issued.
Terms: Cash on delivery.
GEO. P. LAMBERT,
Auctioneer,
Hongkong, August 13, 1919.

THE Undersigned has received instructions to sell by Public Auction

WEDNESDAY, August 20, 1919,
commencing at 2.30 p.m.,
at No. 59 Dock Terrace,
Kowloon Docks,

A Quantity of
Valuable Household Furniture,
Also
2 Electric ceiling fans,
1 Electric table fan,
And
1 Cottage piano by Collard &
Collard.

On view from Tuesday, the 19th
inst.
Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, August 13, 1919.

INTIMATIONS.



IMPORTS AND EXPORTS DEPT.

NOTICE.

WHEREAS on July 19th, LICENS-
ED JUNK T56H was seized by
the Revenue Department. Whilst
lying off SALTFISH LANE. Take
notice that if this junk is not claimed
within seven days from August 13th,
it will be sold by Public Auction to
defray expenses incurred.

C. W. BECKWITH,
Superintendent,
Imports and Exports.
Hongkong, August 13, 1919.

THE HONGKONG HOTEL CO.,
LIMITED.

NOTICE.

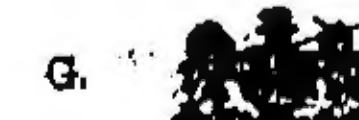
IT IS HEREBY NOTIFIED that an
INTERIM DIVIDEND of 34 p.
Share has been declared for the Half
Year ending 30th June, 1919.

The Dividend will be payable on and
after THURSDAY, the 28th August,
1919, at the Office of the Company,
where Shareholders are requested to
apply for Warrants.

The REGISTER OF SHARES of the
Company will be CLOSED from
20th to 27th August, 1919, (both days
inclusive) during which period no trans-
fer of Shares can be registered.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.

Hongkong, August 14, 1919.



NOTICE.

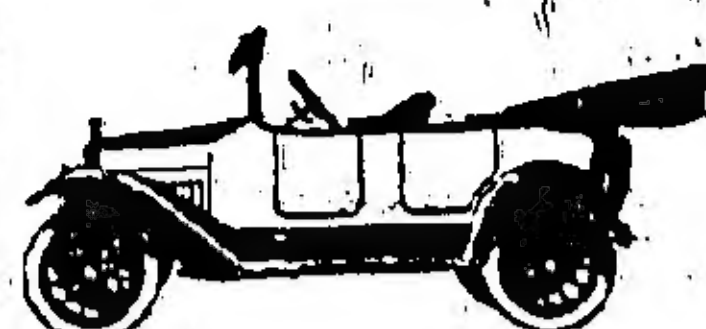
ALL PERSONS with the exception
of those of Chinese race desiring to
leave the Colony for places other than
Canton, West River or Macao should
apply in person for permission to do so
at the PASS OFFICE, Post Office
Building between the hours of 8 A.M.
to 12 M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce
Passports or Identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to Register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1918. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.

The Penalty for non compliance is a
fine not exceeding \$50.
E. D. C. WOLFE,
Captain Superintendent of Police.

INTIMATIONS.

METEOR GARAGE

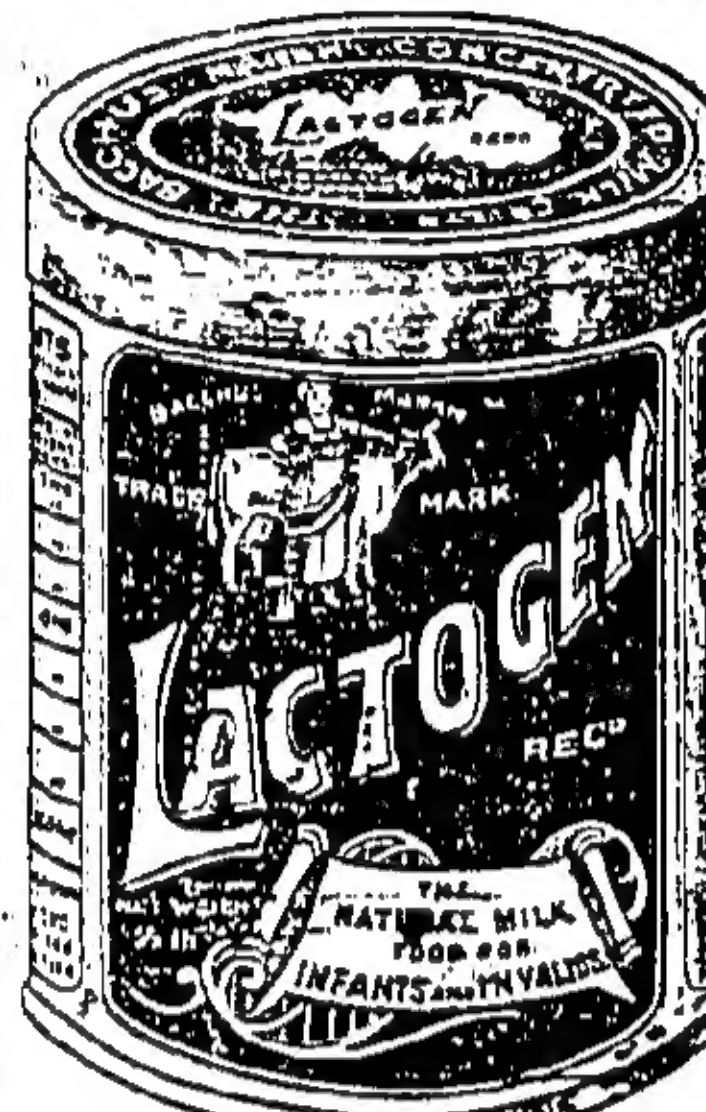


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THE ADMIRALTY AND
PRIVATE TRADERS.

What has happened in connection with the proposal that the Admiralty shall undertake the direct sale of Admiralty charts to shipowners in competition with private firms is only another example of the insidious encroachments of the Government upon trade. It would seem that although State control of industry is in some directions being relaxed, yet in other trades the shackles of Government competition are being more firmly rivetted than ever. It will be recalled that the matter of continuing the supply of Admiralty charts to shipowners on an ordinary commercial basis was raised in the House of Commons by Mr. Mackinder, and the reply given by Dr. Macnamara suggested that the new departure was favoured by shipowners, and was a natural development of the system of supply of charts on loan to the Mercantile Marine, which for various reasons prevailed during the war period. It is understood that some shipowners expressed a desire that the method of direct supply by the Admiralty should be continued, but the assumption that it was favoured by shipowners as a body is not borne out by the information extracted by the very pertinent questions of Sir William Raeburn and Sir Shirley Bann. Under pressure from these sturdy champions of independent trading interests, it was admitted that only 22 per cent. of the shipowners circumscribed have expressed approval of the Admiralty intrusion into the arena of private trade, and that something in the nature of a protest had been received. The questions and answers on the subject as reported in Hansard, put a very different complexion on the whole question to that on which the Government case was based.

The points at issue will repay careful examination, and it will be seen that unless strong action is taken the Government will, without any question of compensation, be allowed to conduct a branch of trade which has hitherto been satisfactorily handled by existing firms. The British Nautical Instrument Trade Association, which represents the threatened interests, can, it is believed, present so strong a case, that the Government will be compelled to withdraw from its attempt to poach on the business of an old established branch of trade. The facts of the case are quite simple. In the period preceding the war the supply of mariners' charts was chiefly obtained through nautical instrument makers, who are established in practically all United Kingdom ports.

During the war, in order to preserve the necessary secrecy, merchant vessels under Government control were furnished direct on loan by the Admiralty, with an unusually lavish outfit of charts free of charge. As it is now proposed that the Admiralty should make a charge for the charts there would be no financial gain to shipowners, and the other alleged advantages of the direct supply scheme could, it is argued, be realised by the offer of the nautical instrument makers. If desired, to co-operate with the hydrographer in chart work. It is not merely, however, a case of depriving nautical opticians of this part of their business—which they surrendered as a war measure—but an important principle is involved. Not only is there no justification for Government interference with this particular trade, but it is the fact that the abolition of the chart branch would be associated with a loss of general efficiency on the part of the firms engaged in this industry in connection with the varied navigational requirements of shipowners. It would lead to the dismissal of the many efficient employees who are not only concerned with chart work, but with other branches of navigational needs, and whose services could not be retained if this important part of their duties was handed over to a Government department. On these grounds alone the scheme should be resisted, and only apathy on the part of the important interests concerned will encourage the Government to persevere with a project which stands self-condemned.

A word in conclusion. The assurance has been so frequently given that the Government has no intention of continuing any form of war trading, in competition with private enterprise that even those who regard all the promises of politicians with suspicion had almost come to believe that in this case at least the Government was sincere. If this Admiralty Hydrographer's scheme is allowed to go through it will be in direct contravention of the declared intention of the State to withdraw from the trade arena. There is reason to believe that this chart scheme has been designed to enable a Government department to continue under peace conditions what was undoubtedly war employment and war control. It is not desired by the customers, whose interests those responsible for the latest State shop would pretend to serve. The argument that at the outset the purchase of charts from the Admiralty would only be a voluntary act is unsound, as it is an easy step from this to a system of compulsory sale. Finally, we do not believe that the shipping community will support an action which encourages State-aided competition with traders, or lend their countenance to any project which means a continuance of Government control, either of tonnage or of tonnage requirement.

FLOATING SCHOOL.

STUDY OF TROPICAL
DISEASES.

A proposal which is interesting workers in tropical medicine throughout England and America has just been made by Dr. Sambon. This is the establishment of a floating school of tropical medicine. The idea is that the students shall embark in a ship fitted up with all the necessary apparatus and laboratories, and shall be taken from one tropical area to another. They will thus be enabled to visit the many fields in which disease flourishes, and, as the passengers will consist of men of every nationality, a new link of world friendship will be forged. Moreover, those workers who are struggling against the various plagues of hot climates will be cheered and stimulated by the visits of the "school." It is intended to visit British, French, American, and Italian possessions—indeed, to make the scholars free of the world.

CHINESE IN KUALA
LUMPUR.

Another situation has arisen in local Chinese affairs, which if not tackled promptly and properly, is likely to have serious results. An order has gone round to all dealers in rice, that unless they stop selling rice and close their shops and stores what has been done with regard to the opium shops will be done to rice stores, namely they will be stormed and looted. Shortly before going to press, a local reporter interviewed one of the largest dealers of rice in Selangor, who declared most emphatically that the rice dealers do not wish to close their premises, but, the towkay very naturally asks: "What are we to do? The chandus shops have been stormed, and shut up for several days now, and the Government has taken no action. We have no police protection, or practically none, in so much that, if these hooligans commence to carry out their threats, we should be helpless. What would be the use of saying one Malay policeman, which is all that is on duty at present in Old Market Square, if these would be rioters started looting say three shops in Ampang Street, and three in Rodger Street?" The plain fact of the matter is that these rice dealers are frightened. With no one to back them up, and these threats before them, they are taking the only action possible for them, namely, shutting up shop. (Malay Mail)

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The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, SATURDAY, AUG. 16, 1919.

A VERBAL SHILLELAGH.

We are now receiving American comments on the defiant speech of Sir Edward Carson, with reference to Dominion Home Rule. We commented on it rather caustically when Reuter advised us of it. Home papers, even the Tory ones, took a view of the utterance very similar to ours. The Americans might be expected, as still more severe upon this posturing lawyer.

The man has brains. He would, for instance, do for an assistant on the *China Mail* staff, but as a politician (to say nothing of as a patriot) he shines about as brightly as a piece of coal in a dark cellar on a dark night. His patriotism should be spelt "Pat riotism."

The Irish Dominion League which Carson denounced as camouflaged Home Rule is an influential organization that was formed in June. Sir Horace Plunkett was one of the promoters, and Plunkett is a name that sounds nice to Carson any day. The league consists of men who don't believe that an Irish Republic is attainable, men who don't want it if it were, but who consider that a prompt measure of Home Rule on the fullest colonial lines is both attainable and desirable. Now, looking at the matter from the Englishman's point of view, which is the Irish Question is an infernal nuisance, that has pestered us too long, wasted the time of our Parliament men, and blocked every necessary domestic legislation, what harm is there in that? It answers every objection to Home Rule that we can remember. It would put the Sinn Féiners out of court. Why does Carson object to it? The answer is as easy as putting your nose in a pint pot. He'd lose his job, like that Othello fellow. He'd lose his limelight. As a raving, slandering, damning, covenant-challenging the whole world to tread on the tail of his coat in the sacred names of piety and patriotism, he's as happy as a popular tenor at the Opera House. No doubt the notoriety of it helps him in the barristering business, too.

May be you haven't got his exact position? I represent, says he, a powerful lot of god-fearing patriots in Ulster, that dare on the Union Jack so much that if there is any move to take it away from us, says he, we'll fire on it, he says. And to prove how loyal he was to Britain, he imported arms to fight Britain with in case the British decided he was too expensive a lodger.

He's probably more of a Protestant than a Christian, if you can understand that, and would quarrel with God Himself if he caught Him looking at a crucifix. If there hadn't been one law for the Irish and another for the Carsonite nondescripts, we wouldn't be talking about him now, because of *de mortuis nil nisi bonum*, don't you know. He's a sort of a highly respectable Bolshevik, with a terribly swelled head. The London *Times* can shout things without offence that the *China Mail* mustn't so much as whisper, it seems, so here's a small piece from our London contemporary about the particular speech that we slated:

We find little trace of any sense of international responsibility in his speech of Saturday. When Sir Edward Carson tells America to mind her own business he courts retorts that wishes of fifteen million Irish-Americans in the United States are part of her business and their doings form part of her own questions at home, and that had it not been for British mismanagement of Ireland in the past, there might to-day be fewer Irish-American citizens animated by ill-will toward this country.

As for Sir Edward's threats of armed rebellion, we regard them as having perilous likeness to threats of direct action by British imitations of Russian Bolsheviks. The points of similarity between Sir Edward Carson and Sir Roger Casement are as remarkable as their differences. Both are sirs, both are Irish, both their names begin with C, and both are rebels. There's the resemblance ends. Casement loved Ireland, whereas Carson loves Carson. Casement went to Ireland at the risk of his life to stop the rebellion (you didn't know that, did you?) while Carson went to Ulster to review a parade of rebels armed with guns imported from wherever they were imported from, and the name of that place wouldn't sound sweet now in Belfast. Casement was executed, and Carson was put into the Cabinet. Casement is for ever silenced, and Carson is for ever talking, and talking rot.

If the reader acquires the suspicion from these few remarks that we don't love Carson or admire him or respect him, we cannot complain. But we don't hate him at all. Indeed, we would make a point of attending his wake, with all the pleasure in life.

MODESTY.

Two good men, all in the way of pastime, have had a little argument. At one stage in it, A to B wrote: "Come to dinner. Then you can tell me what you think of me." Now it happens to be one of the absolutely unimportant things in life, what B thinks of A. How should one man

judge another? No man can appraise himself, since he is not constant in quality. Like radium, he is always in course of becoming something else. Like radium, he can be two things at once. Jekyll and Hyde was a commonplace that R.L.S. made miraculous, and radium chloride and barium chloride (as a chemical parable) are Tweedledum and Tweedledee, being (as a chemical fact) isomorphous. The old Buddhists of the *abhidharma* had the idea right. Man never is, but ever becoming. Integration and disintegration are the twin processes of life, as they are of inorganic chemistry, and in both cases (this is quite a good joke, really) heat is caused, and gas given off. Whether helium or "hot air," what's the difference? Anyway, this is an argument in favour of avoiding the handicap of modesty. Why should Alpha care what Beta thinks of him? We give it up. But there are many handy reasons why he shouldn't care. If Alpha starts thinking about what he thinks Beta must be thinking, the way is open for an aggravation of xenophobia, for misdirected energies on the part of Alpha, and for quite unnecessary unpleasantness for both. The first step towards true enlightenment is emancipation from this weakness of considering what others will think. They think. What do they think? Let them think. Or, as an Australian poet put it:

I do not care a (denarius)
What man I ought to be.
The sort of man I am.
That sort of man is me.
These are the meditations of Beta, on his way to dine with Alpha, these and many more. Politics, philosophy, science—what are they after all, beside a good dinner, and laughter amongst friends?

SPACIOUSNESS.

In our note on the Elizabethans yesterday we missed an illustrative analogy that we might have made. Those were spacious days, and spaciousness has a lot to do with the quality of literature. Witness the output of large, new countries like Australia and Canada. The thought is put into our mind this morning by the receipt from the publishers in Toronto, of a book of poems by Tom MacInnes, the primal poet of the picaresque. Our "week-end" promises to be a happy one, judging by our first furtive tastes. Our readers shall have the benefit of our studies later. Mr. MacInnes has been residing at the Hongkong Hotel, and concealing his halo under the hat of a man of affairs. One thing we are going to tell him, when we have made ourselves possessors of his verses, is this, that though the "Fool of Joy" may die, he never grows old. He lives and dies young, and the gods love him. This because here and there we notice suggestions of the *tedium vitae*, which is impossible. It is folly of joy, that, rather than the joy of folly.

CHINA-BORN BOYS.

"Asiatius" sends us a letter in which he asks us to take our customary stance against race prejudice. He refers us to correspondence in a morning contemporary. We have looked the matter up, and find that "Asiatius" has misunderstood the position. The criticisms were aimed at China-born boys of European race, not at Chinese. As we understand it, they are not based on race prejudice, but on ideas of the respective home environment and training of European boys here and at home. It is possible we have overlooked some letter which our correspondent has seen. Perhaps he will quote the statements to which he takes objection—then we can and will deal with them. Race prejudice is characteristic of mentally undeveloped persons, in fact, of fools.

RICE PHILANTHROPY.

GENEROUS DONATIONS.

The Canton Nanyang Tobacco Company has subscribed \$10,000 as contribution to the Free Rice fund. The contributions are now listed as follows:

Canton Nanyang Tob. Co.	\$10,000
Wong Fat Sing	2,000
Nam Wo Hong	1,000
Chap Cheung Hong	1,000
Kwong Wing Sheng	1,000
Kwong Yuen Sheng	1,000
Bank of East Asia	1,000
Wing Fat Hong	1,000
Yee Wo Tai	1,000
Kwong Hang Hong	1,000
Sing Hing	1,000
Previous subscription	33,000
	\$54,000

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LOCAL AND GENERAL.

To-day's dollar is worth 3s. 9 15.16d.

The sick man of Europe will continue to be sick, but not in Europe. — *Richmond News-Leader.*

Heinie's wall is occasioned by the fact that he didn't know a square deal had so many sharp edges. — *Washington Herald.*

Upon Germany's decision depends whether she will be invited to the dining-room or the woodshed. — *Little Rock Arkansas Gazette.*

Lieut. J. C. Fletcher, of Queen's College, returned to the Colony yesterday on the "Empress of Japan," after a strenuous year in the war area.

Four Shanghai men, Lieuts. W. Ward and G. D. Raghun (of Messrs. Jardine, Matheson & Co.), J. O. L. Martin and W. J. Walton, returned from the war by the s.s. "Nanking."

American Army casualties are now announced as 293,437, including 33,131 killed in action and 13,557 died of wounds. The total casualties for both Army and Marine corps are 299,548.

We are informed that the total output of the Kailan Mining Administration's mines for the week ending 2nd August, 1919 amounted to 79,513 tons and the sales during the period, to 66,386 tons.

The "Prize Packers," who charmed Hongkong with their entertainments at the Victoria Theatre very recently, are now appearing at the "Olympic Theatre," Shanghai, where they appear to have made a great hit.

The motor-boat "Moonraker" was sold by Mr. Geo. P. Lammer, at Ah King's slipway yesterday afternoon for \$770, the purchaser being a Chinese named Lee Muk Chal. There were no offers for the yacht "Tourette."

A Batavia wire to the *Singapore Free Press*, dated August 6, states: In the Tarakan oilfield a new well has been discovered with a production of 600 tons daily by which the total production of the field becomes 2,100 tons.

Amongst those who returned to the Colony by the s.s. "Empress of Japan" yesterday afternoon were Lieut. J. C. Fletcher, of Queen's College; Mr. G. S. Archbutt, Mrs. G. Mosser, Mr. Alex. Ross, Mr. A. C. Joseland and Mr. W. B. Walker.

The *Japan Advertiser* states that the "Nanking," which arrived in Hongkong on Thursday, brought nearly 14 million dollars worth of gold for the Far East. This is the biggest shipment of gold since the embargo on its export was lifted some weeks ago.

Dr. Wu Chia-chao, son of Dr. Wu Ting-fang, who passed through Hongkong some months ago on his way to the Peace Conference, and on whose youthfulness we remarked at that time, is returning to China by way of America. He was in New York in the first week of August.

The Sincere Company are planning to establish a factory in Canton in order to promote native goods, and provide work for those who are without anything to do. The management and the operation of the factory will be modelled after those in London. It is proposed to raise \$10,000,000 for the development of the enterprise.

Senhor Alberto Feliz de Carvalho, Consul for Portugal at Singapore, has been appointed to a General-Consulship in Madrid, and will leave for Spain in a few weeks. Senhor de Carvalho, during his short stay in Singapore, made many friends, and was very popular among his colleagues. Senhor Vasco Morgado, B.A., has been appointed Portuguese Consul for Singapore in Senhor de Carvalho's place and was expected to arrive there shortly.

General Hertzog, the leader of the South African Nationalist Party, and other Senators of the Cape Parliament, have, says the *Free Press*, arrived in Java from Holland by the *Prins der Nederlanden*. General Hertzog says that the object of their journey was to seek an opportunity to return to Africa as there was no accommodation on English ships sailing from Europe. The deputation will probably leave by the *Waalvisch* or the *Roth*, which are sailing this month via the Cape for America.

The question of a memorial to Ceylon men who have fallen in the war has long occupied a good deal of quiet attention and the various planning associations have not been slow in considering their own local memorials. A project has at length crystallised and a strong committee has been formed to go into the matter. The suggestion that seemed to meet with the greatest approval was that an hostel for sailors and soldiers should be erected, while other proposals were for a planters' ward at Kandy Hospital and various additions to the General Hospital at Colombo.

LOCAL AND GENERAL.

Eastern cablegrams, between Hongkong and Home, are to cost sixpence less per word from Sept. 1.

The s.s. "Kosoku Maru" (Capt. Nagashiro) left for Kobe at 5 p.m. yesterday with 125 tons of general cargo.

Admiral W. H. Maxwell, who was commodore at Hongkong in 1897-8, died at his residence in Kent on July 1, aged 79.

The s.s. "Baron Inchcape" (Capt. Goudy) which left for Koksichang at 5 p.m. yesterday took a cargo of 600 tons of rice.

The Johore Government has granted extensive exclusive privileges to the General Rubber Company of New York in respect of rubber inventions.

The s.s. "Chiyada Maru No. 2" (Capt. T. Suzuki) which arrived from Kobe and Wakamatsu at 1.30 p.m. yesterday brought 1382 tons of coal for Hongkong.

There left for San Francisco at 6 p.m. yesterday the s.s. "West Cajoot" (Captain McCullen) with a cargo of graphite ore. She carried no passengers.

A marriage has been arranged and will shortly take place between Mr. W. S. Huxley, F.M.S. Civil Service, and Miss Kathleen Sykes, of Manor House, Formby, Lancs.

The s.s. "Monteagle" (Capt. Hoskin) left for Vancouver via Moji at noon to-day with 1,500 tons of general cargo. She takes 64 European through passengers.

The s.s. "Yuensang" (Captain Kennedy) cleared for Manila yesterday with 700 tons of general cargo. She carried 25 European and 1 Asiatic cabin passengers and 57 deck passengers.

1,000 tons of general cargo was taken by the s.s. "Pembroke" (Capt. Matthews) which cleared at 10 a.m. to-day for London via Siberia and Genoa. She has only 4 European passengers on board.

The s.s. "Pembroke" (Capt. Matthews) which arrived from London via Shanghai yesterday at 9 a.m. brought 52 tons of general cargo. Much to the disappointment of local residents she brought no mails.

The s.s. "Empress of Japan," (Capt. W. Dixon Hopcraft) arrived from Vancouver and Shanghai yesterday afternoon with a cargo of mails and ginseng for Hongkong. She also brought mails and passengers.

The s.s. "Haitan" which arrived from Swatow, Amoy and Foochow yesterday had the little French steamer "Kaiping." The "Kaiping" which had a propeller shaft broken was drifting when sighted by the "Haitan."

We learn from the report on the F.M.S. Survey Department for the year 1918 that the Survey-General and fourteen surveyors, also a foreman printer and instrument repairer, were absent on military service all the year. Eight European members of this Department were killed or died of wounds since the war began. This depletion of staff led to the work of most branches being limited.

The F.M.S. Gazette contains the following:—"The Chief Secretary records with deep regret the death, on 17th July, at Morib, of Mr. Robert William Munro, J.P., Member of Selangor State Council. The death of Munro, one of the oldest and most respected members of the European community of Selangor, deprives His Highness the Sultan and the British Resident of a friend and councillor whose advice was greatly valued. His loss is deeply deplored."

The following communiqué was issued by the military authorities at Simla on July 21:—"Reuter's report dated the 20th July stated that the P. & O. liner 'Nankin' had seven cases of plague on board. News has been received that the s.s. 'Moora,' conveying troops to India, has also been delayed at Malta on account of a similar outbreak on board." From the above it will be gathered that owing to an unavoidable cause the first batch of recruits for the Army in India will arrive at a later date than was originally hoped.

About 3 p.m. on Aug. 6, just before the Japanese steamer "Liverpool Maru" from Hongkong entered Singapore harbour, a fatal accident occurred on board. The ship was carrying a contingent of altogether 587 Czechoslovak officers and men, chiefly invalids, bound for Russia via Trieste. It is stated that while one of the privates was cleaning a revolver it went off accidentally and the bullet lodged in the side of another soldier, killing him instantly.

On the matter being brought to the notice of the Marine Police, Inspector Joyce went on board immediately. The body was removed in a special launch to the shore and conveyed to the morgue at the General Hospital for a post-mortem examination. The owner of the revolver was taken into custody pending the Coroner's enquiry which was to be held the next day.

CORRESPONDENCE.

MORE VERANDAH TROUBLE.

[To the Editor of the *China Mail*.]

Sir:—The periodical newspaper controversies would tend to show quite a number of unpleasant incidents between the Civilian and the Service element in Hongkong but of all the indignities etc., to which the Service man has been subjected to, I think the following incident is absolutely the most disgraceful one of all.

About 12.15 a.m. on August 15, six sailors of H.M.S. "Kent" were passing along Pedder Street, when some liquid matter was thrown over the verandah from the floor above, upon the sailors. The party stopped to ascertain where the matter had been, thrown from, when they were suddenly deluged with a second lot, and whilst the sailors were expostulating and giving vent to their feelings, a third douche was thrown upon them. They were now saturated, and from the offensive and obnoxious odour pervading the atmosphere, it was obvious that the matter that had been thrown upon them was urine.

Can one wonder at the feeling created amongst service men, when a contemptible spineless low down cur perpetrates such an outrage upon men wearing the King's uniform. I noticed that the police prosecuted a Chinese lady for throwing water over the verandah. I suggest that action be taken against the occupier of the room from which the noisome matter was thrown. This is also a matter for the Commodore, who should demand a Public apology from the culprit because His Majesty's uniform has been grossly insulted. This incident should not be allowed to pass into oblivion without protest. I might also add, that the presence and persuasion of the Police, prevented what had every appearance of developing into a serious situation.

Enclosing my card

I am Sir,

PER MARE PER TERRAM
Hongkong August 16.

LOCAL AND GENERAL.

A veteran of the Far East, Dr. J. S. Gale, of Seoul, has just left for Home accompanied by Mrs. Gale and two children. He went to Korea in 1889, and since then has made a name for himself as an authority on affairs Korean.

A Madras paper announces the death of Dr. T. M. Nair in England on July 17. Dr. Nair went to England some months ago to put before the British public the case of the non-Brahman community against the proposed reforms. He has been ill for some time past.

H.H. the Maharajah of Mysore has given five motor cars for service on the North-Western Frontier, which have been accepted with thanks by the Government of India. The cars were handed over in Bangalore to Lieut. B. S. Backhouse, Divisional Officer, to be forwarded.

At the request of the Dutch Minister it is understood that the Chinese Government has decided to accord more favourable treatment to the enemy subjects in China, (states the *Peking Leader*). Each of them will be given a suit of summer clothes, and the salaries of those in the employment of official organs will be paid in cash beginning from the present month.

During a heavy storm at Calcutta, on July 18 the flagstaff in Dalhousie Square was struck by lightning and shattered. A second flash almost immediately afterwards put all the telephone gear at the customs house near the square out of order. The storm occurred just at the time people were going to office and the tramcars were held up by floods.

The marriage of Captain Richard Hassell Sheepshanks, D.S.O., 12th Cavalry, I.A., formerly A.D.C. to the Viceroy of India, son of the late Rev. T. Sheepshanks, of Arthington Hall, Leeds, and the Hon. Bridget Mary Theiger, third daughter of the Viceroy of India and Lady Chelmsford, took place on the afternoon of the 24th June at Canford Parish Church. The vicar of Canford, the Rev. G.J.J. O'Shea, officiated and was assisted by the Rev. F.M. Alderson, rector of Emserton, Salisbury, a cousin of the bride.

The Kobe municipal authorities have completed the purchase of 20,000 tatso of land at Nagatamura near Hyogo, for the erection of 800 dwelling houses toward the solution of the housing problem; which is one of the most serious that Kobe has ever met. The plan is for the erection of buildings on the apartment method, the programme providing for five tenements in each block, each having private entrances. The rent for upper tenements will be ¥11 and for downstairs ¥7, per month. Ample roads and passages to provide sanitary conditions are part of the plan, and there will be a playground, bath house and barber shop for each locality.

HONGKONG'S ROADS.

ROUND THE ISLAND BY NOVEMBER 1.

It will be good news that such satisfactory progress has been made with the road which the F.W.D. are constructing round the Island that it is confidently hoped that the road will be completed and available for motor traffic by about November 1.

On the Pokfulam Road, from the University to the junction of Jubilee Road, widening is in progress at various points.

On Little Hongkong Road, the alterations are nearly completed. The greater portion of the road from the paper works to Little Hongkong village has been treated with asphalt.

On the further side of Deepwater Bay, between Deepwater and Repulse Bays, the road has been widened and completely treated with asphalt.

From Repulse Bay to Stanley the work is well in hand and it is hoped that the work will be ready by the end of October.

From Stanley to Tytām, Tuk the road has been practically completed.

From Tytām Tuk to Tytām Gap the road has been completed and asphalted.

From Tytām Gap to Shauiwan the work is well in hand. The last mile towards Shauiwan is almost completed.

From the above it will be seen that only two portions of the road from Repulse Bay to Stanley, and a mile between Tytām Gap and Shauiwan, still remain to be completed.

Besides the road round the Island, the F.W.D. are engaged in the construction of several other new roads.

On the proposed road on the top of the cemetery at Happy Valley, connecting Wong Nei Chong and Tai Hang village, good progress has been made up to Broadway ridge. This road will ultimately lead to Causeway Bay.

From this new road, another road is to be built connecting it with Wanchai Gap, and so on to the Peak. The contract for this portion has been let and the work will be taken in and almost at once.

The road under "Tandaragee," connecting Mt. Gough from Findlay Road to Gough Hill Road, is nearly completed.

The Lugard Road extension, connecting Lugard Road with High West near Harlech Road, is almost ready.

THE MYSTERIOUS MURDER AT APLICHAU.

ONE OF THE DEFENDANTS DISCHARGED.

The hearing of the case was continued at the Magistracy, yesterday afternoon, in which two Chinese—one an ex-detective of Aberdeen—were charged with the murder of compatriot at Aplichau on July 12.

Mr. E. Davidson and Mr. F. X. d'Almada appeared for each defendant, while Mr. Leo Longinotto, the assistant Crown solicitor, conducted the prosecution.

The mistress of the sampan in which the deceased and three others had set out on a picnic on the night of the murder, stated that when her boat reached Chin Lah, three of the men clambered on to another junk to indulge in a game of cards, while deceased remained in the sampan as he was tired. About an hour later three sampans drew alongside her sampan, and the crews attacked the deceased who after a struggle, was pitched overboard. The assailants then directed their steps towards the second boat and surrounded the other three men, who escaped by jumping overboard and swimming ashore. Later on the first defendant, whom she recognised as a constable she had met on several previous occasions, visited her boat and asked her where the other three men had got to.

At this stage Mr. Davidson pointed out to the Magistrate that there was not a little of evidence against his client who was entitled to be discharged.

Mr. Lindsell agreed and discharged second defendant. Further hearing was adjourned till Monday.

GOVERNMENT GAZETTE.

THE GIST OF IT.

Mr. Norman Lockhart Smith is appointed a police magistrate.
Mr. T. W. Ainsworth is appointed Deputy Registrar and Appraiser, Supreme Court.

Hon. Mr. S. H. Dodwell takes Mr. Landale's place on the Architects' Committee.

Dr. H. Balean is made a member of the Dental Board while Dr. Black is away.

A warning against the steam whistling nuisance is put in by the Harbour Master.

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S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	7th September	26th September

FOR
 CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"ARRATON APCAR"	2nd Sept.	25th Sept.

FOR
 SHANGHAI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Shanghai about
"DUNERA"	7th August	Shanghai only.

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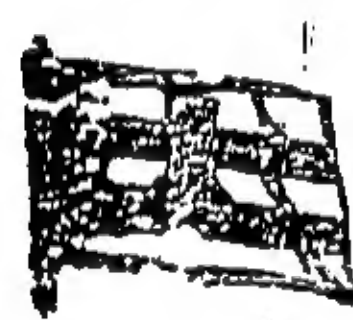
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 ALTAI MARU Friday, 28th August.
 ALASKA MARU Saturday, 20th September.

SENOA & BOMBAY—Monthly direct service via Singapore and Port Said.
 SENGA MARU Monday, 1st September.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,
 DURBAN & CAPE TOWN via SINGAPORE.
 TACOMA MARU Wednesday, 10th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
 BURMA MARU Sunday, 31st August.

SAIGON, BANGKOK, SINGAPORE—Regular monthly service.
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 Regular fortnightly service calling at intermediate ports in Japan and
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AFRICA MARU Monday, 18th August.
 CANADA MARU Monday, 1st September.

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These steamers have excellent accommodation for 1st and 2nd class Saloon
 Passengers and will arrive and depart from the O.S.K. WHARF,
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For TAKAO via SWATOW and AMOY.
 BOSCHU MARU Thursday, 28th August, at 9 a.m.

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 AMAKUSA MARU Sunday, 17th August, at 10 a.m.

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SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG & SINGAPORE	LIAN	Aug. 17, at 10 a.m.
SHANGHAI	CHUAN	Aug. 18, at 4 p.m.
SHANGHAI	SHIYANG	Aug. 18, Daylight
SWATOW & RANGKON	HUPH	Aug. 18, at 11 a.m.
SHANGHAI	YINGCHOW	Aug. 20, Daylight
SHANGHAI	CHIEKIAN	Aug. 21, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Aug. 22, at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
 Saloon accommodation amidships. Electric Light and Fans in Saloon and
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PROJECTED SAILINGS FROM HONGKONG

FOR	STEAMERS	TO SAIL
SHANGHAI VIA NINGPO	TUNGSHING	SUNDAY, Aug. 17, Daylight
SHANGHAI VIA SWATOW	NAMSANG	SUNDAY, Aug. 17, Daylight
SHANGHAI VIA SWATOW	HANGSANG	SUNDAY, Aug. 17, Daylight
SANDAKAN	HINSANG	TUESDAY, Aug. 19, at Noon
SHANGHAI	WOSANG	WEDNESDAY, Aug. 20, Daylight
SHANGHAI	YATSHING	WEDNESDAY, Aug. 20, at 8 p.m.
SHANGHAI	TAKSANG	THURSDAY, Aug. 21, at 8 a.m.
SHANGHAI	LOONGSANG	FRIDAY, Aug. 22, at 3 p.m.
SHANGHAI	FOOKSANG	SATURDAY, Aug. 23, at 3 p.m.
SHANGHAI	KWALSANG	TUESDAY, Aug. 26, at 5 p.m.
SHANGHAI	YUENSANG	FRIDAY, Aug. 29, at 5 p.m.

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta
 via Singapore and Penang.
 Sailing from Calcutta, steamers proceed via Straits and Hongkong to Japan,
 occasionally calling at Swatow.
 All steamers have excellent passenger accommodation, are fitted with Electric Light
 and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every two days between Canton and Shanghai,
 sometimes calling at Swatow.
 Steamers on this line have a limited amount of passenger accommodation, and through tickets
 can be obtained for Northern and Yangtze Ports via Shanghai. Through Billings are
 issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
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 HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at
 Haiphong when indicated on orders.

YOKOHAMA LINE—A regular service is run from Manila to Yokohama via Hongkong and
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 Other Straits Government and Port Regulations. All European Passengers, leaving the Colony
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KOREA MARU	20,000	10th September
NIPPON MARU	11,000	25th September
TENYO MARU	20,000	2nd October
HIBERIA MARU	20,000	10th October (from Yokohama)
SHINYO MARU	22,000	28th October

* Omitting call at Shanghai.

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Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,000	Sept. 10th
SEIYO MARU	14,000	Nov. 4th
KIYO MARU	17,200	

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Monteagle	HONGKONG	VANCOUVER
Empress of Japan	Aug. 16	Sept. 9
Empress of Russia	Aug. 20	Sept. 10
Empress of Asia	Sept. 4	Sept. 22
Empress of Japan	Oct. 2	Oct. 20
Empress of Russia	Oct. 15	Nov. 5
Monteagle	Oct. 23	Nov. 17
Empress of Asia	Oct. 30	Nov. 17
Empress of Japan	Nov. 27	Dec. 15
Empress of Russia	Dec. 10	Dec. 31
Empress of Japan	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

"Cling to Japanese Quarantine Regulations" "Monteagle"
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SHIPPING

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER SERVICES

TO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.
SAILINGS FOR

MARSEILLES AND LONDON

S.S.	Leave HONGKONG about	Due Marseilles about	Due London about
NAGOYA KRYIA	30th August 23rd October	2nd October 25th November	11th October 4th December

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave HONGKONG about	Due Bombay about
DUNERA	7th Sept.	26th Sept.

CALCUTTA via STRAITS and RANGOON.

ARRIVALS APCAR	2nd Sept.	Due Calcutta 25th Sept.
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SAILINGS ALSO TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave HONGKONG about	Shanghai only.
DUNERA	25th August	

Tickets interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand
Shipping Co. (via Panama) by Orient Company.
Passengers may travel by P. & O. Company's steamers between Singapore and
Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m.
on Mondays and Thursdays. All claims must be presented within ten days of the
steamer's arrival here, after which date they cannot be recognised. No Claims will
be admitted after the goods have left the Godowns.

For Further Information, Passages, Rates, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Vaux Road Central, HONGKONG.

E. H. ING & CO. LARGE STOCK OF SHIPBUILDING MATERIALS, viz. Steel Ship Plates, Angles and Bars. Also Shipchandery Articles. Telephone No. 1116. 25, Wing Woo Street, Central.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

FASIMA MARU (Omitting Keelung) Saturday, 23rd August, at 11 a.m.

FUSEIMI MARU (Omitting Manila) Friday, 18th September, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

INABA MARU ... Friday, 22nd August, at Noon.

KAMO MARU ... Friday, 22nd September, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 20th August, at 11 a.m.

TANGO MARU ... Wednesday, 24th September, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroto, San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU ... Wednesday, 3rd September.

BWAB-WU ... Middle of September.

CALCUTTA & RANGOON via Singapore & Penang.

HEINAN MARU ... Monday, 8th September.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 23rd August, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

ATSUBA MARU ... Monday, 18th August, at 4 p.m.

BOMBAY MARU ... Thursday, 21st August.

SHIDZUKA MARU ... Thursday, 4th September, at 11 a.m.

EXTRA SERVICES (Mainly via Liverpool, Antwerp, South American ports via Cape, etc.).

TAJIMA MARU (Marseilles & Liverpool) ... Friday, 22nd August.

WAKASA MARU (London & Antwerp) ... End of September.

TSUYAMA MARU (Marseilles & Liverpool) ... End of September.

For further information apply to—

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone Nos. 292 & 293.

THE KWONG HIP LUNG CO., LTD. (NOW RECONSTRUCTED) ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipyards and can accommodate any craft of 200 feet long. Town Office: 48, CONNOR ROAD CENTRAL, HONGKONG. Telephone No. 452. Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 2. Estimates furnished on application. WONG PING WA, Manager. Hongkong, April 1, 1914.

THE CHINA MAIL.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FOR FREIGHT APPLY TO.	TO BE DEPARTED
San Francisco via Shanghai & Japan, &c.	Pursu Maru	Toyo Kisen Kaisha	On 28th August
San Francisco via Shanghai, Japan &c.	Korea Maru	Toyo Kisen Kaisha	On 10th September
San Francisco via Shanghai, Japan &c.	West Conob	Pacific Mail S.S. Co.	On 18th August
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 10th Sept. at Noon
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 11th Sept.
San Francisco via Shanghai, Japan &c.	China Mail S.S. Co., Ltd.	China Mail S.S. Co., Ltd.	On 22nd August
Seattle, Tacoma, Victoria & Vancouver.	Western Right	The Admiral Line	About 15th August
Victoria, Vancouver, Seattle & Tacoma.	Africa Maru	Ozaka Shosen Kaisha	On 18th August
Victoria B.C. & Seattle via Shanghai, &c.	Kashima Maru	Nippon Yusen Kaisha	On 23rd Aug. at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Co.	On 20th August
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Co.	On 4th September
Kobe	Japan Maru	Jardine, Matheson & Co., Ltd.	On 17th Aug. at Dlight.
Australian Ports via Japan	Anyo Maru	Toyo Kisen Kaisha	On 20th Aug. at 11 a.m.
Australian Ports via Japan	Eastern	Gibb, Livingston & Co.	On 23rd Aug.
Portland.	Coast	The Admiral Line	About 1st October.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 23rd Aug. at 11 a.m.
Shanghai, Kobe & Yokohama	Asaka Maru	Nippon Yusen Kaisha	On 18th Aug. at 4 p.m.
Shanghai	Dancho	P. & O. B. & A. L.	On 24th Aug.
Shanghai	Tungshing	Jardine, Matheson & Co., Ltd.	On 17th Aug. Dlight.
Shanghai	Wusang	Jardine, Matheson & Co., Ltd.	On 20th Aug. Dlight.
Shanghai	Suiyang	Butterfield & Swire	On 19th Aug. Dlight.
Straits & Calcutta	Fooklung	Jardine, Matheson & Co., Ltd.	On 23rd Aug. at 3 p.m.
Singapore, Penang & Belawan-Duli	Yan Yawerjik	Jara-China-Japan Ltd.	On 24th Aug. at 4 p.m.
Tokyo via Swatow & Amoy	Saku Maru	Ozaka Shosen Kaisha	On 23rd Aug. at 8 a.m.
Keelung via Swatow & Amoy	Amakusa Maru	Ozaka Shosen Kaisha	On 17th Aug. at 10 a.m.
Swatow, Amoy & Foochow	Quinnaburg	Douglas Lapraik & Co.	On 17th Aug. at Noon.
Manila	Loonsang	Jardine, Matheson & Co., Ltd.	On 22nd Aug. at 3 p.m.
Japan	Bombay & Colombo	Doiwell & Co., Ltd.	On 18th Aug.
Bombay & Colombo	Burma Maru	Ozaka Shosen Kaisha	On 31st August.
London and Antwerp	Altai Maru	Ozaka Shosen Kaisha	On 23rd August.
London via Spers, Pang & Cibo &c.	Isaba Maru	Nippon Yusen Kaisha	On 22nd Aug. at Noon.
Mauritius, Delagoa Bay, Durban	Tacoma Maru	Ozaka Shosen Kaisha	On 10th Sept.

Y. K. K. YAMASHITA KISEN KAISHA. (THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1 NANYO MARU No. 2 NANYO MARU No. 3 SODEGAURA MARU. KYODO MARU No. 13 TAMON MARU No. 1 ASOSAN MARU. CHEIAN MARU. KUMAKATA MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN
HONGKONG,
BANGKOK,
and/or
SINGAPORE.

For Particulars Please Apply to—
M. KOBAYASHI, Agent.
Tel. No. 140 & 155. Top Floor, King's Building.

THE WATER SUPPLY.

Level and Storage of water in reservoirs
on the 1st August, 1914:—

CITY and HILL DISTRICT WATER WORKS

1914.	1913.
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Reservoir 2 ft. 3 in. below level with overflow.

Reservoir 1 ft. 6 in. below level with overflow.

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SHIPPING

PACIFIC MAIL S.S. CO U. S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA."

14,000 Tons each.

HONGKONG TO SAN FRANCISCO.

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt

The most comfortable Route to America and Europe.

Sailings from Hongkong at Noon.

S.S. "WEST CONOB" on or about SATURDAY, August 16th.

S.S. "VENEZUELA" WEDNESDAY, Sept. 10th.

S.S. "ECUADOR" WEDNESDAY, Oct. 8th.

S.S. "COLOMBIA" WEDNESDAY, Nov. 5th.

These Steamers have the most modern equipment including overhead
electric fans and electric lighting ALL LOWER BERTHS and large
comfortable staterooms (All single and two berths only).

The Safety and Comfort of Passengers is our first consideration.
Special care is given to the cuisine, and the attendance on
passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the
Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules, etc., apply to—
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HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—S.S. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)

S.S. "SUI TAI" to Macao daily at 9 p.m. (Sundays excepted.)

S.S. "SUI AN" from Macao daily at 9 p.m. (Sundays 4 p.m.)

S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays excepted.)

Further information may be obtained at the Company's Office, Hotel Mandarins,
or from Messrs. Ties, Coop & Son, Booking Agents, Hongkong.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM
HONGKONG TO AUSTRALIAN PORTS.

Steamers.	For	Date of Arrival	Date and Time of Departure
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"EASTERN" Melbourne, via Queensland Ports, 15th Sept.

"ST. ALBANS" Sydney, via Queensland Ports, 15th Sept.

The above steamers have excellent accommodation for First and Second
Saloon Passengers, having been built expressly for Tropical Voyages, and are
complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and Further Particulars Apply To:

GIBB, LIVINGSTON & CO.,
AGENTS.

IRON AND STEEL PRODUCTS BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

SINGAPORE RUBBER SHARE MARKET.

MESSRS. FRASER & CO'S
QUOTATIONS.

SINGAPORE, July 25.

Alor Gajah (\$1) ... 3.15 3.30

Amal, Malay ty. pd. ... 2.80 2.80

Ayer Hitam (\$5) ... 14.50 15.25

Ayer Kuning (\$1) ... 1.15 1.30

Ayer Molek (\$1) ... 2.35 2.55

Ayer Panas (\$5) ... 11.10 11.60

Balgownie (\$1) ... 5.10 5.40

Bassett (\$1) ... 1.07 1.17

Batang Benar (\$10) ... 13.60 14.25

Bukit Jelutong (\$1) ... 0.80 0.70

Bukit Katil (\$1) ... 0.95 1.05

Bukit Kepong (\$3) ... 3.50 4.00

Bukit K. B. (\$1) ... 0

REFREE NIST GRANTED

Mr. Justice Coleridge decided that the desertion had been amply proved; that for more than two years the respondent had habitually and wilfully separated himself from the petitioner without her consent; and that he had, in the phrase of a learned president of the Court, "deprived her of any permanent protection." Therefore, his lordship granted a divorce nisi, with costs.

ance, your income would be £18,000
a year, which I think you will agree
is liberal. The yacht has not been
mentioned in the document, but you
can have free use of it, but the up-
keep must be borne by you. This
I think, will be a source of income
for you, as you can naturally let it
when you want to. I do hope you
will accept these enclosed terms, as
I am determined not to live with you

which has been got over, and your lordship need not be troubled with it, because in 1918 both children were made wards of the Court. Orders in the Court of Chancery are made from time to time dealing with such details as to with whom the children should live, where they should spend their holidays, and what allowances should be made to them. Consequently, whatever the

Up till 1900 did you and your husband live on fairly good terms?—Yes, fairly, but not very happily.

I think the early part of your married life was quite happy?—Oh, yes.

And then, towards the end of 1900 and the beginning of 1910 did the Duke's temper change towards you?—Yes, entirely. I did not exist at all. I never saw him.

Did he sign the receipt for the service on the citation, the signature on which has just been identified by the Duchess?—Yes.

after the resumption of cohabitation and it would be after any such resumption that the period of de-

doctors for the dissolution of the marriage.

riage, with costs.

COMPULSORY GREEK.

RETAINED AT OXFORD.

The new Resolutions statute, the effect of which was to make Greek no longer compulsory at Oxford, was keenly debated in Convocation. Whips had been issued both for and against the statute, and there was a very large attendance of members of the university from all parts of the country, as well as local residents. The Vice-Chancellor, the president of Trinity, presided.

The rejection of the statute was moved by the Rev. E. M. Walker, Fellow of Queen's College, who said on the last occasion that the reform of Resolutions was brought before the university it was brought in the form that particular classes of students—students of mathematics and natural science—should be excused the test of Greek. That was the issue raised then, and that was the issue raised now. They were ready to accept the compromise, and in order to bring that issue before Convocation of the university they prepared amendments, but the statute had been so drawn that amendments so vital to the whole character of the measure could not be moved. That being the case, no other course was open to them than to ask Convocation to throw out the statute in order that next term a new statute embodying the principles of the compromise of which he had spoken might be introduced. He would pledge the Greek Committee that if such a statute were introduced it would be accepted by them as an agreed statute, and there need be no fear of any opposition of any sort or kind from anyone of them. They who were responsible for the opposition to the statute were profoundly convinced that if the safeguard to compulsory Greek were removed, the number of students reading Greek in the whole country would diminish, the opportunities for the study of Greek would grow less, and so in the long run a vital blow would have been dealt to classical learning in this country.

Mr. Ernest Barker, Fellow of New College, who introduced the statute in Convocation, pointed out that the opinion of resident teachers in favour of it had largely increased, and non-residents, his colleagues in the schools of the country, had endorsed, as far as their voice could endorse, this statute. Those who praised the statute were not banded together for the destruction of Greek. It was constructive, and not destructive. He asked the House to assist in the shaping of the Resolutions examination. The general cause of the statute was that there had been in the last few years an educational revolution, to which they must open their eyes. He contended that as long as they had a system of classical scholarships they had some encouragement in the form of bounty to the study of Greek. The clear issue was as between Resolutions as it existed and all-round compulsion and Resolutions as it existed in this statute with all-round option.

The division resulted as follows.

Non Placet ... 312

Placet ... 306

Majority against ... 6

HONGKONG STOCK

EXCHANGE.

HONGKONG, 15th AUGUST, 1919.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.

Hongkong Bank ... \$683 1/2

Mandarin Bank ... \$430 1/2

North China ... \$220 1/2

Union ... \$217 1/2

Yongtze ... \$250 1/2

Far Eastern ... \$235 1/2

First Insurance ... \$138 1/2

China Fire ... \$340 1/2

Shipping ... \$340 1/2

Donghai ... \$340 1/2

H.K. Steamships ... \$340 1/2

Indo-China (Prof.) ... \$32 1/2

Do. (Def.) ... \$188 1/2

Shell Transport ... \$180 1/2

Star ... \$334 1/2

Raffles ... \$180 1/2

Malayan ... \$44 1/2

Kadun Mining ... \$19 1/2

Langkat ... \$19 1/2

Shanghai Loans ... \$19 1/2

Shanghai Exploration ... \$19 1/2

Shanghai Mines ... \$19 1/2

Shanghai Cables ... \$19 1/2

Shanghai ... \$19 1/2

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BANKS.

ASIA BANKING CORPORATION
HONGKONG.

Head Office—New York City

OTHER BRANCH OFFICES

Shanghai - Peking - Tientsin - Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organized especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Local Currency, U.S. Gold, Sterling and France.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Travelers Checks and Credits.

EXCHANGE.

Hongkong, August 16, 1919.

On London ... \$393 1/2

On New York ... \$393 1/2

On Shanghai ... \$393 1/2

On Hongkong ... \$393 1/2

On Canton ... \$393 1/2

On Hankow ... \$393 1/2

On Peking ... \$393 1/2

On Tientsin ... \$393 1/2

On Shanghai ... \$393 1/2

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THE INDUSTRIAL AND

COMMERCIAL BANK, LTD.

Head Office: Des Voeux Road, Central.

Branches: Hongkong, Canton, Shanghai, Hankow, Peking, Tientsin, etc.

Domestic and Foreign Banking.

Service Prompt.

Current, Savings and Fixed Deposits.

Interest at Rates 2 1/2, 4, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.

J. USANG LY, Manager.

Hongkong, July 7, 1919.

THE CHINESE MERCHANTS

BANK, LTD.

HEAD OFFICE:

15, Queen's Road, Central.

Branches: Hongkong, Canton, Shanghai, Hankow, Peking, Tientsin, etc.

General Banking and Exchange Business Transacted.

Loans granted on approved securities.

Current accounts opened and fixed deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

To the Office of

HONGKONG, April 9, 1919.

NOTICE.

DEAR TRAMWAYS COMPANY,

LIMITED.

TIME TABLE.

WEEK-DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 a.m. Every 15 minutes.

12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 4.00 a.m. Every 15 minutes.

4.00 a.m. to 5.00 a.m. Every 15 minutes.

5.00 a.m. to 6.00 a.m. Every 15 minutes.

6.00 a.m. to 7.00 a.m. Every 15 minutes.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

